

JUNE 2007

BRANCHLINES

NEWSLETTER OF THE CANTERBURY RAILWAY SOCIETY INC.



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RED LETTER DAY ! **THE INAUGURATION OF OUR ELECTRIFICATION.**



Despite the forecast, the gods smiled and the weather was clear, if a little cool. The official ceremony over, the rides began and on the second trip, a photo stop was made and this picture will show how lucky we were with the weather. Joe Pickering was driving 'Ec7'.

The 'Ec and 'Eo' behaved flawlessly and the rides were enjoyed hugely.

Read and see more on pages four, five and six.

Canterbury Railway Society

40th Anniversary Souvenirs

'40 Years of the FERRYMEAD RAILWAY' booklet \$10.00.

The following are still available

Beer Mugs

Coffee Mugs

Drinking Glasses.

Heritage Train booklet was \$10.00 now \$6.00 ea.

Kb968 Prints

From a painting by Peter Morath **NOW \$6.00 each**

2007 Calendars

Prices shown are for members only

Passing Trains - \$16.00 ea.

NZR&LS Desktop - \$14.00 ea.

Register of New Zealand Steam Locomotives 1863 - 1971 by W G Lloyd

We have a few copies available at \$59.90. **Members only price \$54.00**

REQUEST FROM THE LIBRARY.

We are trying to complete our sets of "BRANCHLINES". Has anyone got any long runs of these ? We haven't got any from the 1970s and only a very few from the early '80s.

Would you please let John or Garth know if you have any you would be prepared to donate, or leave them, together with your name, outside the library.

With thanks, John Robb.

PLEASE NOTE

There is a new website and editors email address
You are reminded that Membership cards will need to be shown to enter
the park on big promotion days as "Gate A" will be staffed

BRANCHLINES

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Absolute deadline for the next edition: 1ST SATURDAY OF THE MONTH.

PRESIDENTIAL PRATTLE

Yet another successful and busy month for the Society has just passed.

We have received two further grants. The Southern Trust has given us funding to purchase fifty brake blocks for our rolling stock. These have been ordered from Hillside Engineering in Dunedin. Then late in May we received some funding from the Lion Foundation to enable us to purchase some timber to repair two of our semaphore signals.

At the Federation of Rail Organisations of New Zealand (FRONZ) Conference in Dunedin at Queens Birthday weekend the Society received two of the annual awards. The P. J. Dillicar Award for Innovation was presented for the publication of *Flugel*. This is the weekly illustrated diary produced by Kerry Young which is made available to financial members via the Society's web site. Congratulations go to Kerry for his dedication to this publication which is indeed an innovative idea that has been justly recognised.

The second award received was The Ontrack Infrastructure Improvement Award which recognises the work done by our electric traction group for completing the electric overhead to Ferrymead station. So congratulations to this group. It is pleasing to see their efforts recognised at the end of many years of planning and effort.

The Society's delegates at the Conference were Dave Newman and Phillip Rowan. Key presentations were made by the Ministry of Transport. Land Transport NZ, the Transport

Accident Investigation Commission and Hillside Engineering. At the Federation AGM Nigel Hogg was re-elected to the executive. Colin Dash also attended as the delegate for the National Railway Museum and was encouraged by the level of support for this project.

On a less positive note the committee is being taxed at present as it endeavours to fund the continuing development of the Society during the approaching winter months when our cash flow is at its low point for the year. To better control the Society's finances and protect our credit record the committee has adopted a recommendation from the treasurer that we institute and maintain a purchasing policy. Final details of this will be agreed by the Heads of Departments before final implementation and communication to all Members.

On a sad note I must record the recent death Hugh Scott, a former president of the Society. Hugh left us a small collection of railway books and papers in his will.

As a service to Members the Society will now purchase copies of the quarterly New Zealand Railfan magazine for sale to you. If you would like to purchase this highly rated publication through the Society then please contact Pete Soundy by telephoning 981 8377 or email him at pete-soundy@clear.net.nz. The next edition should be available around the last week of June.

Buce Shalders

THE ELECTRICS ARE ALL GO !

What a really grand event the official opening of the electrification of our railway turned out to be. The weather although forecast to be bad in the afternoon, held fine and a really great crowd attended what had to be one of our best opening ceremonies. The invited figure was about 150, but it was agreed that we well exceeded that.

As always the proceedings began with the official speeches. Our President Bruce Shalders began with an opening address and presented the 'On Track' award for Infrastructure Improvement to Bert Coombes who accepted it on behalf of the Electric Traction Group. This was one of those very well deserved awards, in view of the great time and effort put into the overhead electrification. Bert then spoke in thanks on behalf of the group.

We also were addressed by MP, Lianne Dalziel, Christchurch City Councillor David Cox and Bill Prebble of the New Zealand Railway and Locomotive Society, all of whom spoke encouragingly about our society and

were rewarding in their praise of our achievements.

Joe Pickering, the person initially responsible for the idea and obtaining of the electric locomotives, gave a short speech, to thank a great number of people who generously gave of time and effort to help in bringing the project from two begrimed electric locomotives, to what we celebrate today.

Then Lianne Dalziel and David Close performed the cutting of the ribbon ceremony and the first runs of what will become a regular feature of the society took place.

So congratulations to all those involved for bringing to conclusion what has been a very long term project. I recommend the reading of the story in the booklet freely distributed at the opening. It gives a further look at the story behind the story. As stated therein, this could well be a world 'first', in that we have now a fully certified, public passenger carrying, heritage, electric traction railway. 'K'.,



From previous page: Bruce Shalders speaking, then L to R, Lianne Dalziel, David Close, Cameron Moore (On Track), Joe Pickering and Bill Prebble.

Below; The On Track award for Infrastructure. Picture; Ian McDonald.



'Ec7' resplendent after hours of earlier grooming. Both the 'Ec' and 'Eo' really looked the part, having been cleaned and too the cab plates were temporarily attached for the event.



Dave Hansen is all smiles as he waits to head off in the 'EO'.



Joe Pickering looks thoughtful as he waits his turn to speak.



A sight that will be well recorded on film and pixels, not to mention memory. An electric hauled passenger train doing its thing on our railway. No single project can have been longer in reaching certification. It now only remains for the overhead loop lines to be erected to allow the use of the loops for single engine train working.

WORK ON THE ELECTRICS.

It is no secret that there has been a power of work going into the electrics in preparation for their certification for going into scheduled service for passenger hauling on the Ferrymead Railway.



Installing the replacement MG set in 'Ec7' went smoothly. Bert Coombes is seen levering it to the inside and John Robb was on the crane.



Inside the workshop, the 'Ec' looms larger than life. See against 'F13's boiler.



Roger Rasmussen lubes the suspension bearings on the 'Eo' and hopefully the picture on the right will show the mint condition of the traction motor brush and 'com'.

LOCOMOTIVES THAT HAVE WORKED FOR THE TIMARU HARBOUR BOARD.

The penultimate chapter in Mark Dennes' story.

N.Z.R. 'R28'. 0-6-4.T AVONSIDE 1217.

By 1933 the Timaru Harbour Board's two former Wellington and Manawatu Railway Company locomotives were becoming increasingly expensive to repair, and in August of that year the Board decided to approach the New Zealand Railways to see if any suitable locomotives might be available. And so, by the Chairman's casting vote, 'R' 28 lived to fight another day and 'R' 271 remained in Christchurch until 1936 when it was towed to Oamaru and dumped on the foreshore.

'R' 28 arrived in Timaru on Saturday, 21st April 1934 and steamed for the first time in Board ownership on 27th April 1934. Its first job was carting shingle for ballasting some of the Board's sidings. Unlike the first three locomotives owned by the Board, the locomotive did not become T.H.B. No. 4 but retained its former New Zealand Railways number. The annual accounts for the Board for the year ended 30th September 1934 show the cost of purchase and repair of 'R' 28 at £278 13s 6d; and the total cost, including transport, at £300 3s 6d.

The locomotive doesn't feature much in anyone's reports during its ten year stay in Timaru, and no doubt with the arrival of 'Wd' 357 in late 1938, 'R' 28 took a back seat. A memo from the Engineer [Mr B.W. Charman] to the Chairman of the Board, dated 20th April 1938 suggested: "It is essential that a suitable locomotive be obtained for hauling the stone from the quarry site to the Otipua Road, and, or, foreshore, thus leaving the

Board's present Fairlie locomotive available to effect the distribution of the stone to the Eastern Extension and the North Mole. The 'Wd' class locomotive is a considerably more powerful locomotive than the Board's Fairlie locomotive, ..."

In September 1943, in reply to an inquiry from Mr G.T. Canton of Dunedin, the Board advised that 'R' 28 was for sale, noting that it had last been used in 1940, and giving the following boiler details: Official Number 31845; Horse Power 26; Pressure 160lbs; Makers Name and Number – N.Z.R. 377. The locomotive would be offered at £500 "as she stood in Timaru." However, it turned out that 'R' 28 would be too big for Mr Canton's requirements as he was looking for a 2' gauge locomotive!

On 27th and 28th July 1944 the Board received telephone calls from Mr W.J. Morris of the Burkes Creek Coal Mining Company offering to buy 'R' 28 for £200 cash and 150 tons of coal at 25/- per ton. Put to the Board's meeting on 28th July it was decided to sell 'R' 28 for £400.

And thus, with the exception of a few reminder letters about payments on account of the purchase price, the Board's involvement with 'R' 28 ceased. As is well known the locomotive sat abandoned at the Burkes Creek Coal Mine for many years before being 'saved' in Reefton where it is to this day. N.Z.R.

N.Z.R. 'F72'. 0-6-0.T Yorkshire 246.

In January and February 1940, with the Board's locomotives 'R' 28 and 'Wd' 357 under repair, 'F' 72 was loaned for two weeks from the New

Zealand Railways at £2 per 8 hour day, with the Board finding crew, fuel and stores. The loan extended from 19th January to 14th February 1940.

THOSE MYSTERY BATTERIES.

The Editor, Dear Sir,

Concerning your article re batteries in 'Branchlines' April 2007, I actually own these batteries and their history follows.

At Addington Railway Workshops in the 1930s there was a battery operated 'runabout' on 4 rubber tyres, which towed small four wheeled wagons between various workshop departments, carting materials etc. These materials were to be worked on for turning, machining, fitting, for railway rolling stock.

This runabout had reached the end of its useful life, as petrol motors took over, causing the runabout to be scrapped, so it was sent to Workshops reclaim where one could buy discarded parts. I sorted out a few good cells (Nickel Iron, not lead) and I made up the two batteries. A carpenter made the wooden boxes for me.

I used these batteries at my home when we had power cuts when we had power cuts at the end of World War two and I left my hose blinds up during

the power the blackouts for devilment, as my neighbours complained, "Why was not Frayle not getting his power cut?" But I had replaced the ceiling lights in the house with 6V 40watt bulbs the same size as the 230v ones they replaced.

Months later, Graham Marquet & I while working on the 'E c' & 'Eo' locos at Ferrymead, used these batteries before 230v power was installed in the loco sheds. Maybe with a slow recharge, these batteries could possibly be used for further testing?

Frank Frayle.

Since this letter was received from Frank, I fielded a call from our well known Safety, Training, Signalling and Trackwork guru Rachel Tucker. I was informed that those batteries had been in use for signalling until recently. It would seem the batteries may have had three lives at least. I hope to slow charge the batteries as Frank suggests, in the hope that they may like the Phoenix, rise again from the ashes. 'K'



A rare sight. Rm56 and the multiple unit side by side.

AROUND AND ABOUT.



Colin Dash at the helm of Bagnall 'Tr156' shunts the Toshiba 'Ea's to the branch line to allow free access to the electric roads 7 & 8.



Keith Brown and Graham Inwood placing the roof ventilators on 'A1177'.

PROGRESS ON 'F13'.



Brian Frost has been patiently glazing and fitting out the cab.



With the rear light in place, it gives the back a real 'lift'.

HOW MANY MEMBERS GO BACK THIS FAR?

It was with great pleasure that I accepted this picture and story from one of our earlier members, Keith Brown. This must surely be among the earliest restoration pictures in our society. I am really pleased to be able to share this gem and my thanks indeed to Keith for making this available to us all. 'K'.

'F13' July-early October 1963

'F13' at the back of the railcar shop in Linwood Loco Depot. Being

prepared for the forthcoming NZR Centennial and the NZ Rly & Loco Soc. Labour Weekend Centennial Convention in Christchurch. Members standing on the shed floor are Garth Beardsley and Robin Sutherland and those on the loco are Alister McKenzie and Keith Brown.

This work was Authorised by the NZR Publicity and Advertising branch and supervised by the paint shop foreman, Addington Workshops.

Photo; Keith G. Brown collection.

